

*Fred McCartney*  
RADIO "JURORS" WIN PRIZES  
IN SOHIO "MURDER TRIAL"

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AMERICAN FOUNDATION  
FOR THE BLIND INC.



# Radio "Jurors" Win Prizes in Sohio "Murder Trial"

**S**PURRED on by substantial cash awards, several thousand Ohioans submitted "verdicts" in the "Trial of Vivienne Ware," Sohio's novelty radio presentation which ended recently.

For three nights each week during a two-week period listeners heard the case presented on the air, with real attorneys, judges and prominent Ohioans in the casts. Two stations, WTAM and WLW broadcast the courtroom proceedings.

At the conclusion of the Vivienne Ware trial the judge's committee began the task of sorting and selecting verdicts in the case. Kenneth M. Ellis, author of the radio presentation, acted as final judge.

Following are the prize winners:

First prize—\$200—Esther B. Taft, 1932 E. 97th St., Cleveland, Ohio.

Second prize—\$100—Fred M. McCartney, 915 Monastery St., Cincinnati, Ohio.

Third Prize—\$50—Hazel K. Brightbill, R. F. D. No. 4, Mansfield, Ohio.

Six additional prizes of \$25 each:

Velma Scott, R. D. No. 6, Bryan, Ohio.

Edward H. Fournier, Box 211, Utica, Ohio.

G. M. Byers, 185 Wildwood Ct., Marion, Ohio.

Clara Doughty, 525 Burlington Rd., Martins Ferry, Ohio.

Maurice McCall, Sciotoville Station, Portsmouth, Ohio.

Valeria D. Roberts, 601 Belmont Avenue, Youngstown, Ohio.

## Blind Man Wins Second Prize

**H**ERE'S a story that has all the earmarks of fiction, except that a novelist would make out the check for at least \$1,000, more probably \$10,000. But who wouldn't prefer a real, bona fide check drawn on the Standard Oil Company for \$100 to a fictitious one for any amount? Certainly anyone would, especially the blind father of two children whose mother is also sightless.

Fred M. McCartney, winner of second prize in the radio juror's



*Mr. and Mrs. Fred M. McCartney and their son and daughter. George Bouscay is presenting Mr. McCartney his prize*

contest just ended, became totally blind at the age of 18 months as a result of measles. He is a graduate of the Indiana State School for the Blind, and was the first blind student ever enrolled at Indiana University, from which he received the Bachelor of Arts degree in English and the Master of Arts degree in psychology. After completing his graduate work he was awarded a research fellowship in psychology at the University.

Mr. McCartney is 45 years old, has a wife who is also blind, and two children, a boy and a girl. He is a piano tuner by profession, and for nearly 15 years has been a resident of Cincinnati, where he formerly was employed in a piano factory. In recent years necessity has driven him to newspaper vending,

but he still tunes pianos afternoons and evenings, especially for the Board of Education in the public schools.

Naturally, none of this information was known to anyone connected with our company prior to the conclusion of the contest. This interesting story was only revealed upon presentation of the awards.

However, Sohioans are delighted that Mr. McCartney was awarded the \$100 prize, and the judges were truly elated over their decision. Among the thousands who entered the contest, there are perhaps countless other stories of great human interest and appeal. But it seems exceedingly fitting that Mr. McCartney's interest in this Sohio program should be singled out for a substantial cash reward.



It lasted for seven years. In that time more than 33,000 different chemical combinations were tested in and for their effects on gasoline engines. And in 1921 there was finally born Ethyl fluid, the basis of Ethyl gasoline.

So important did the scientific world regard this discovery that in 1924 the American Chemical Society awarded Mr. Midgley the Nichols Medal.

If you could peep into the cylinders of your automobile and watch what goes on there, you would see one of the most interesting sights of the world. Engineers, with the aid of special instruments, have been able to do just that.

Let us look inside a cylinder through the eyes of an engineer. Ordinary gasoline is in the cylinder. The valves snap shut, and the rising piston compresses the charge into a fraction of the space. The spark plug throws a tiny streak of lightning, and the compressed gasoline vapor is set ablaze. Pressure inside the cylinder shoots up again—two, three, four times!—beyond the limit the gasoline will stand. What is still unburned is wasted in a furious, white-hot explosion that is known as “detonation” or, more popularly, “knocking.”

Now look again. This time Ethyl gasoline is in the cylinder. The vapor starts blazing as quickly as before, but at the point where the ordinary gasoline exploded, the pressure continues to increase smoothly, pressing the piston down with a gathering force that delivers more power to the crankshaft and to the rear wheels. The Ethyl fluid in this gasoline has *controlled combustion* and checked the wasteful “knock.”

That is why Ethyl makes *any* car run better and is necessary to the new higher compression cars.

Since Ethyl was discovered, great strides have been made in the development of automobile engines, particularly during the past few years. In 1925, the average engine developed less than sixty horsepower. Today, the displacement of the average engine is not greatly different from the displacement of 1925, but it develops more than ninety horsepower. Each cubic inch of combustion space therefore delivers more work to the crankshaft.

The fact that the average compression ratio of automobile engines has been increased from somewhat less than 4.5 to 1 in 1925 to approximately 5.25 to 1 today is largely responsible for the present excellent all-round performance of motor cars.

What might be expected in the future is illustrated in a recent test. One automobile with a compression ratio of 5.25 to 1 took 18 seconds to accelerate from 5 to 45 miles

per hour. An identical automobile with the same engine, but 7 to 1 compression ratio, took 14 seconds to accelerate from 5 to 45 miles per hour.

The wide distribution of Ethyl gasoline has made available a fuel of sufficient anti-knock value to develop the best performance of the most modern high compression engines. Many automobile manufacturers now offer standard or optional high compression engines requiring a fuel of Ethyl standard.

The Ethyl Gasoline Corporation maintains testing laboratories throughout the country. Samples of every batch of gasoline to which oil refiners wish to add Ethyl fluid must be sent to one of these testing laboratories. There the gasoline must pass tests for distillation characteristics, corrosion and gum-forming tendencies, sulphur content and anti-knock value.

The samples must be found satisfactory in each and all of these respects before the refiner blends his gasoline with Ethyl fluid to form Ethyl gasoline. After the blending, samples of the resulting Ethyl gasoline are submitted to the laboratories for a final check before it is released for sale.

A large staff of field representatives of the Ethyl Gasoline Corporation is constantly active throughout the country, purchasing samples of Ethyl gasoline from pumps at filling stations, so that additional tests may be made to protect the quality of the Ethyl gasoline going to the public.

In 1923 it was a big day for the Ethyl Gasoline Corporation when six quart cans of Ethyl fluid were shipped at one time. A quart of Ethyl fluid is sufficient to mix about 200 gallons of gasoline. Today, a fleet of tank cars is required for shipping purposes. One tank car contains enough Ethyl fluid to mix approximately 8,000,000 gallons of gasoline.

There are now 100 oil refining companies licensed to sell Ethyl gasoline. These constitute almost every major oil company in America.

Briefly, the phenomenal success of Ethyl gasoline is best illustrated by the following facts: It is sold through 200,000 retail outlets; one out of five pumps dispenses Ethyl gasoline; it is used by approximately 20 per cent of the automobile owners; is sold at the rate of nearly 6,000,000 gallons per day; and is the largest-selling motor fuel in the world.



If you could peep into the cylinders of your automobile and watch what goes on there, you would see one of the most interesting sights in the world

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